LATEST IMPROVEMENTS ARE SHOWN ON NEWEST MODELS OF HAYNES CARS

NEW HAYNES FIFTY COMBINES FINEST OF TESTED UNITS

Machine Verified Part by Part Before Being Put On the Market.

The new Haynes Fifty, the smaller and lighter Haynes five-passenger touring car, although a distinctly new creation in the automotive field, is not in any sense of the word an experiment.

It is a combination of proved transportation units, tried and verified, part by part, built and rebuilt, subjected to every conceivable test of the most rigid character by Haynes engineers throughout a long period. And not until the final result at least met, and in some instances surpassed, the expectations of those engineers was the new Haynes Fifty permitted to be presented to the motoring public.

Advent Was Awaited.

Every year dealers and public alike have anxiously awaited the advent of the smaller and lighter Haynes car. The Haynes Automobile Company, had it so desired, could have capitalized on this demand some years previous, but the attainment of their hopes had not yet been quite realized and so the new Haynes car was withheld.

Today the Haynes Company presents the new Haynes Fifty as the typification of the ideal medium-weight, medium-priced automobile, the crowning achievement of more than a quarter of a century of motor car manufacture.

"One hundred per cent business" is the gratifying announcement issued yesterday by Alton G. Seiberling, vice president and general manager of the Haynes Automobile Company, Kokomo, Ind. The announcement was made immediately after checking up the volume of business done during the month of March as compared with the same month last year.

First in Normalcy.

The Haynes company is probably the first of the big automobile manufacturers to report a return to normal conditions. Undoubtedly this favorable situation is due, in a great part, to the widespread demand which has been created among automobile buyers everywhere for the Haynes fifty, the smaller and lighter Haynes five-passenger six-cylinder touring car.

This demand is evidenced in the many large "driveaways" of Haynes cars from the factory at Kokomo, which are being inaugurated by Haynes distributers from all sections of the country.

NEW HAYNES AND THE MEN BEHIND IT

The District Haynes Corporation, a new distributer on Automobile row, handling Haynes cars exclusively, made its formal debut in an attractive salesroom at 1022 Connecticut avenue northwest last week. While the concern is a new one, the officials and executives are practical and experienced automobile men, several of whom have been connected with the Haynes factory and dealer organization for some time.

William Lininger, secretary and general manager, has until recently represented the Haynes as district manager for the East Central zone. His knowledge of Haynes cars and principles, as well as his experience, will become important factors with present and future Haynes owners.

H. M. T. Cunningham, more familiarly known in Washington by his military title of "major," is salesmanager. Maj. Cunningham has been a prominent figure in the city's automobile merchandising circles for more than a decade. S. L. V. Young, also a prominent automobile man, is president.

"If our experiences of the past two days are a criterion, the automobile season has most emphatically arrived," said Lininger yesterday. "The keen interest shown in our opening display promises a very gratifying year. The Haynes Fifty, the latest addition to the Haynes line, met with an especially enthusiastic reception. This car, which created a sensation at the national shows, seems to have struck the keynote of the average motorist's ideas of motor car desirability in a way that seldom happens."

SOFT TIRES PROVE COSTLY TO OWNER THROUGH FATIGUE

Standard Makes Required To Withstand Wear Of Flexings.

Did you ever hear of tire fatigue? A 30x3½ tire is approximately 95 inches in circumference and must make 667 revolutions to the mile. In each revolution the entire carcass flexes or bends twice—once down and once up. This means 1,334 flexations to the mile and over one and one-third million flexings per thousand miles run.

A 35x5 tire is 110 inches in circumference and makes 571 complete turns to the mile. With two flexes of the carcass to the revolution, we have 1,142 to the mile, and again more than a million to the thousand miles. This friction creates heat in an amount easily computed in terms of horsepower in the testing laboratory.

When it is considered that a thousand miles is a very small distance in the life of the present-day automobile tire, the Miller contention of the economy of using standard makes able to withstand the strain of these 15 or 20 million flexings, is more readily understood. The heat induced by this continued bending serves to literally tear down the fabric plies of the carcass as well as to retard the car.

It is a rule well recognized by tire manufacturers that the softer a tire is run the more the carcass bends and the greater the fatigue of the tire. Resistance, too, is increased with underinflation, as the motorist may easily ascertain by pushing his own car. A tire which runs soft is not only less resilient, but more costly in gas and oil consumption.

If the 44,065,000 tires manufactured during 1920 were piled on top of one another the tier would be 2,784 miles high—a distance almost as great as across the continent. Miller tire men also figure that these tires if set tread to tread in single file would reach 22,353 miles, or nearly around the earth.

Questions and Answers.

Q. Is it possible to spring a cylinder head out of shape with ordinary handling. Is it easy to make this error? The reason is, that I have put in a new gasket and it is well shellacked and it leaks. The old one didn't, but I was told to change after scraping carbon.

A. It is possible to spring the head slightly but I doubt if you did it in ordinary handling. The probabilities are that some small pieces of carbon are lodged around the stud holes or somewhere on the surface and the head cannot be drawn tightly all over.

Q. What changes if any do I have to make to use alcohol instead of gasoline. Also a 38-degree kerosene mixed with a good grade of gasoline possible to use.

A. I cannot see why you want to use alcohol because its price is prohibitive now. The compression must be increased, the float level altered and the nozzle size changed. A gravity of thirty-eight would indicate something heavier than kerosene. I cannot say what results you would get with such a mixture.

Q. I have a Gray and Davis system on an American car and there is something radically wrong which the local garage man cannot find. The biggest trouble is that the motor stops when I turn on the lights. Outside of that the horn works only at times.

A. The system is a bit too complicated to explain without a wiring diagram, but usually in a case such as yours the combination light and ignition switch is attacked first. It is possible there is a short in the switch, or if it was taken apart it was not put back properly. Don't let anyone but a lighting system expert touch it, as otherwise you will get a big bill and there will be undue delay. There is a single fuse on the dash. Does a new fuse blow out in a short time?

Q. What is the objection to putting a rubber tread over the regular tread and making the whole tire just that much thicker and better able to protect the canvas against puncture? I can buy the treads cheap.

A. It gives a slightly stiffer tire. It reduces the chances of puncturing.

Water in the Crankcase.

This is the time of the year when water condensation in the crankcase is a serious matter. The more cylinders the engine has the worse the situation. Water, a product of combustion, makes its way past the piston rings into the crankcase where it interfers with lubrication. In the warmer weather the water in the form of steam may blow out of the breather, but when the crankcase is fanned by a cold breeze the steam condenses into water which contaminates the oil. The remedy of course lies in draining the oil about every four weeks and filtering it. In some eight and twelve-cylinder engines more than a pint of water may be removed under certain conditions.

AUTOMOBILE TRADE URGES TARIFF AID

Nation Asked to Discriminate Against Nations Blocking Export Growth.

J. Walter Drake, chairman of the foreign trade committee of the National Automobile Chamber of Commerce, will speak on the subject of reciprocity in tariff matters at the ninth annual meeting of the Chamber of Commerce of the United States of America, at Atlantic City, N. J., on April 27. Mr. Drake will talk on the following resolution that will be submitted by the National Automobile Chamber of Commerce for the consideration of the business interests that will attend that gathering.

"Whereas the export trade of the United States, amounting in 1920 to more than $8,000,000,000, indicates its direct relation to domestic prosperity; and

"Whereas in the present period of world-wide reconstruction a tendency is developing in some foreign countries to discriminate against American interests by means of inimical tariffs, and taxation and regulations; and

"Whereas our government should be provided with means to prevent the continuance and addition abroad of acts prejudicial to the foreign trade of the United States; therefore be it

"Resolved, That a request be addressed to the appropriate legislative bodies of the United States, urging a provision in the general tariff for application of additional duties on products imported from countries that directly or indirectly discriminate against the trade of the United States in favor of that of other countries."

TRIBUTE TO PRINT FROM INDIAN SEA

Dort Distributers on Coast Get Unusual Request For Catalog.

A perfect tribute to the value of newspaper advertising was received last week by Earle C. Anthony, Inc., Dort distributers on the Pacific Coast. It came all the way from Mauritius, which is a small dot in the Indian Ocean eastward from Madagascar. It opened in a very formal fashion as follows:

"I most respectfully beg to submit my application for your consideration.

"I have heard speaking about your motor car from the newspapers.

"This makes me curious to know a little about it.

"Then, if you have no objection about this, let me have one of your catalogues.

"GEORGE WALKER."

While Salesmanager Harry Sperl does not regard Mr. Walker as an immediate sales prospect, inasmuch as his request was almost two months reaching Los Angeles, some catalogues, "speaking about the new Dort," are on their way to Mauritius.

CAR TIRES INJURED BY HITTING CURB

Careful Means of Parking Autos on Streets Are Urged.

How do you park your car? Though parking ordinances in cities differ they all require driving up to a curb of some kind. Right here many tire injuries are born. The motorist driving up at the proper angle unconsciously depends in a measure upon the curbstone to stop his car. Naturally the impact flattens and strains the tire carcass.

In driving parallel to the curb the tire side walls are ordinarily rasped against the stone. The edges of the tread suffer, too. Of course the poorly inflated tire suffers the most, as the resiliency of proper inflation is lacking. It is in this way, say Miller tire men, that rim flanges are bent.

Where the motorist drives almost head on against the curb, the carcass is bruised either near the middle of the tread or close up to the rim. Where the parking angle is sharper, the bruise is further to the side. The resultant roughened place on the inside of the carcass constantly chafes the tube. Such a condition is responsible for many a tube going flat without apparent reason.

A careful driver coasts to a stop, first throttling down his engine and applying his brakes gently. It is not necessary to drag the wheels or bump the curb. The skillful driver is repaid in lessened depreciation and repair. The more reckless owner, however, can take comfort in the fact that such tire injuries are in almost every case repairable if taken in time.

Hot Water Softens Pitch.

Hot water may be used for softening the pitch which seals the storage battery. A convenient apparatus consists of a can holding about five gallons of water and provided with three cocks to which are conected three lengths of hose which run to the openings in the three cells. The water is heated by a single burner gas stove and when boiling hot is run into the cells until the pitch is softened. It is advisable to drain out the acid before starting. Also it is desirable to place the battery in a large pan or sink to confine any escaping water.

Use of Ammonia.

There used to be a common practice of trying to brighten up the finish of the hood by the use on it of a solution of ammonia. This is about the worst thing that could be done, as ammonia eventually destroys the finish. Unfortunately the ammonia gives a little temporary brilliance to the finish, but in the long run it ruins it. In fact, car manufacturers recommend that no car be kept in a stable or barn, as the ammonia from manure gradually destroys the enameled surface.

Clutch Repair.

In cases where slippage has developed in a cone clutch, a temporary repair may be managed by forcing several thin wooden wedges under the facing. Even matches have been used in this connection. In similar cases, a slipping brake band may be temporarily cured by driving nails between the lining and the band.

OWNERS' SERVICE DEPARTMENT.

Q. Will you kindly tell me what to do in the following case? My Harley-Davidson motorcycle is a '12 model, twin chain, magneto, free wheel and is hard to start. The compression is awful. I have to stand my whole weight—150 pounds on the starting pedal to get it to turn over and keep it up before it will take fuel and start. Once started it runs all right. The magneto fires correctly, but it is an awful job to get it to turn over.

A. All Harley-Davidson motorcycle engines are fitted with compression release to avoid just such trouble as you are having. If yours is not fitted with a release it was removed before you got the machine. Have one put on!

Q. I am using an awful lot of water still I can't see a leak anywhere and the motor doesn't boil until the water gets pretty low. Where can the water go where you can't see it leaking?

A. It might leak into the cylinders because of a poorly fitted cylinder head. Usually a really bad leak causes misfiring at times. Get a new head gasket, shellac it well and tighten the heead in place firmly.

Q. 1. Can you write something on fitting bearings? I want to save some money and do the work myself. 2. Do you think scraping carbon is better than using dope or oxygen?

A. 1. An article will appear in these columns in the near future on this subject. 2. Scraping always is best, but for a quick, fairly thorough job the oxygen treatment is sufficient.

Q. I have followed your valuable question and answer department for some time, and I would like to ask a question myself. My car is a 1915 Ford, and I have had a lot of compression trouble. Do you think if I fit some kind of patent rings on the pistons it will cure the trouble?

A. Perhaps. You do not give me enough detail to form an opinion on. If you will write me exactly how your engine acts and what troubles you find I will try to tell you what is best to be done.

Shun Speed Trap Towns.

Villages or towns which set up speed traps to extract "easy money" from passing motorists soon find that such unfair tactics result in killing "the goose that lays the golden eggs." Auto clubs blacklist the place far and wide and motorists shun it as though it had the plague. The resulting loss in transient trade soon compels the community to mend its ways.—Goodrich Travel and Transport Topics.

Lapping Pistons.

Many substances are used in the operation of lapping pistons. Among them are fine emery dust, ground glass and rotten stone, of which the latter gives best results. When the glass is used there is always a possibility that some particles of it will become imbedded in piston or cylinder metal. Racing drivers use rotten stone, mixing a little cylinder oil with it to form a thin paste. In lapping the piston it should be given both a recipro-

Rain Vision Scheme Told.

It is a simple matter to give any touring car a clear vision windshield, which is not generally included in the equipment of the open car. The upper section of the windshield is simply mounted on the top by means of brackets that hold the part out at the desired angle. In this way the upper half of the shield keeps off the rain, while the lower half protects the driver from the wind.

Acid Proof Wood.

When the storage battery is carried in a wooden box there is always trouble from the acid slopping over and eating the wooden box. Wood may be made proof against acid by painting with a mixture of resin. These ingredients are melted together in an iron kettle, after which eight parts of finely powdered brick dust are stirred in. The surfaces are first thoroughly cleaned and then painted with this mixture warm.

Removing Overhead Valves.

In some overhead valve engines valve grinding is made a harder task than it should be, because when the valves are removed the owner dismantles the rocker arm assembly. In most engines this is not necessary because the rocker arm can be disconnected from the vertical rod, pushed one side and the valve removed. In engines using cages this is particularly easy though most owners go to the trouble of dismantling the rocker arm assembly. To push the rocker arm aside, use a flat wrench with a pair of pliers at one jaw to twist with.

For Efficient Cooling.

Where a pump is used to circulate cooling water, it is wise to fill the radiator up to the top and then turn the engine over a few times, so the water will reach and fill all parts of the system. If this is not done, the pump will obstruct the passage of the water to the jackets, which remain partly empty or fill so slowly as to leave an impression that there is more water in the system than there actually is.

Here's Real Sky Pilot.

The true "sky pilot" has now arrived! Out in Oregon a pastor of the Apostolic faith who was an army aviator during the war "makes" his circuit in a speedy airplane. By its use he spreads the doctrines of his faith to sections of the State which otherwise would be inaccessible to him.—Goodrich Travel and Transport Notes.

AUTO SHIPMENTS REVEAL INCREASE

Big Boost in March Sales Shows Augmented Foreign Trade.

Report of the traffic committee at a meeting of directors of the National Automobile Chamber of Commerce April 5, indicates greatly increased activity in motor car shipments and sales.

The shipping record of factories producing two-thirds of the total volume indicate that complete figures for March will show an increase of 63 per cent over February shipments. A year ago the March shipping was the heaviest of any single month on record, and exceeded February by 20 per cent. The shipments for March this year will be 42 per cent of this record month a year ago.

In February shipments increased 58 per cent over January. This increase in the previous year was 12 per cent. The figures for March will amount to 16,500 carloads, in addition to which 10,000 machines were driven overland from the factories. In February there were 9,920 carload shipments by rail and 7,491 machines driven overland.

Tape Prevents Leaks.

When water leakage develops between the rubber hose and the outlet from the cylinder jacket, or where the hose joins the radiator pipe, it can be obviated by wrapping the joints with ordinary adhesive tape. The proper method to follow is to remove the clamps, tape the joints and shellac the tape. When the shellac is dry the hose clamps should be replaced. Be sure that the clamp draws up in a perfect circle. If it is out of shape and will not draw up properly it will bunch up the rubber hose so that leakage will begin again before long.

ERRORS IN RATING LIFT AUTO TAXES

British Motorists Are Paying Higher Fees Than Law Requires.

LONDON, April 8.—Cases are being brought to the notice of the Automobile Association in which, owing to errors in the calculation of horsepower, motorists are being requested by the Registration Authorities to pay a higher tax than that for which they are actually liable.

For example, an Automobile Association member recently declared his car as being slightly under 25 horsepower, the tax payable being £25. The particular Registration Authority, however, amended this to 26 horsepower, and obtained payment of £26. Upon the matter being raised, however, the excess amount of £1 was refunded.

Motorists—particularly those who own cars of foreign manufacture—should therefore verify the actual horsepower, rating of their cars before accepting the calculations of the Registration Authority as being correct. First hand information as to correct horsepower for taxation purposes is usually obtainable from the manufacturers or concessionaries, but alternatively, the Automobile Association will advise any motorist who is in doubt as to the correct tax on his car.